

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Chartered Steamship
"TUNAN," will be despatched for the above Ports, TO-MORROW, the 28th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARKE & Co.,
General Managers.
Hongkong, 27th June, 1901. [674c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"DIAMANTE," will be despatched for the above Ports, on SATURDAY, the 29th instant, at Noon.
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 27th June, 1901. [661c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"THALES," will be despatched for the above Ports, on SUNDAY, the 30th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARKE & Co.,
General Managers.
Hongkong, 27th June, 1901. [675c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE ALGAR," will be despatched for the above Ports, on WEDNESDAY, the 3rd July, at 3 P.M.
For Freight or Passage, apply to
DAVID PASSON, SONS & Co.,
Agents.
Hongkong, 27th June, 1901. [669c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE,
Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the
GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW,"
Commander G. A. Rodway,
is due here on 6th July, and will have quick despatch.
For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 27th June, 1901. [676c]

Consular Invoices must accompany all Overland Shipments.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"AMERICA MARU,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
GEORGE ECKLEY,
Acting Agent.
Hongkong, 27th June, 1901. [7]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"SILESIA,"
Captain Bahle, having arrived, from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd July, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 26th June, 1901. [673c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MALACCA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.
Goods not cleared by the 3rd July, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 27th June, 1901. [5]

Today's Advertisement.

FOR YOKOHAMA AND KOBE.
THE H.A.L. Steamship

"SILESIA,"
Captain Bahle, will be despatched for the above Ports, on SATURDAY, the 29th instant, at Daylight.
This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th June, 1901. [672c]

Intimations.

EYE-SIGHT.
Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, QUEEN'S ROAD CENTRAL, (R. HOUGHTON & Co.)
(Nearby opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE. [7455b]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

BIRTH.
At the Gaoi House, Pearl's Hill, Singapore, on the 17th June, the wife of J. R. INNES, of a daughter.

DEATH.
At the Gaoi House, Pearl's Hill, Singapore, on the 20th June, the infant daughter of J. R. INNES.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 27, 1901.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

THE BRITISH FORCES IN NORTH CHINA.

(From Our Own Correspondent.)
SHANGHAI, June 27th.
12.30 p.m.

At Peking yesterday orders were received for the break-up of the British forces. Only two hundred Fusiliers and one detachment of Artillery remain to guard the Peking Legation.

Shanghai retains the Rajputs, the Thirtieth Bombay Infantry and one Maxim Gun Section.

Received 1.00 p.m.

Published 5.30 p.m.

REUTER'S TELEGRAMS.

THE COAL DUTY.

LONDON, June 25th.
Sir Michael Hicks-Beach states that Coal contracts entered into prior to the Budget will be exempted from duty until the end of September.

THE SUGAR DUTIES.

The Sugar clause in the Budget has passed through Committee.

AUSTRALIA.

A MEMBER EXPELLED FROM THE VICTORIAN ASSEMBLY.
The Victorian Assembly has expelled Mr. Findley, a Member for Melbourne, and editor of a labour organ, owing to the latter producing an article in the newspaper *Truth* People libelling the King.

WEATHER REPORT.
The Observatory report says:—
On the 27th at 11.55 a.m. the barometer was risen on the S. coast of China, fallen on the coast. Pressure is low over Central China and gradients are slight to moderate for S. wind on the coast, and in the N. part of the China Sea. Forecast:—Fresh S.W. winds; squally, showery.

LOCAL AND GENERAL.

The English mail of the 25th May has delivered in London on the 24th inst.

The Government dredger we learned enquiry will be raised in a few days, the arrangements not being yet complete.

PRIVATE advice from Port Arthur states, says the *China Gazette*, that the plague has got a firm hold on that place.

The West River is still rising and now stands at 60 feet above summer level. This is a record for this time of year.

The Sanitary Board's recommendation that the Kennedy Town Plague Cemetery be planted with trees, has been approved by the Government.

The construction of a new approach path to Kennedy Town Plague Cemetery, as recommended by the Sanitary Board, was sanctioned on the 19th inst.

A VERY pretty wedding took place this afternoon at St. John's Cathedral between Mr. Wallace C. Bridger and Miss Florence A. Theaker. There was a large attendance of friends. Miss Doris Farmer acted as bridesmaid with becoming dignity.

The *Strait Times* says that a speculative Chinaman at Kuala Lumpur hired the piece of water called "Pudu Dam" from the Sanitary Board for \$15 per month for the purpose of rearing fish for the local market from fry brought from China. The fish imported are species of the genus *Hypophthalmichthys* and one species of *Ctenopharyngodon*; all of them very valuable for food, but at present the price charged is rather prohibitive, being 60 cents per catty. The name seems rather prohibitive, too, but there is no doubt it is a big mouthful, and therefore good for food.

The division of Marines at Toulon which has served in China is to shortly receive its share of the spoils made by the French in the eastern part of the expedition. The regiment of *marines* will divide the spoils in money, and the men of the 8th Regiment about £1,600. Nothing is mentioned about officers' shares, but every soldier will get about £16 or £18; a few lucky ones who took part in several looking expeditions will get as much as £44. General Coronat has decided that every man back from China shall be sent home on three weeks leave, so that he may take his prize back to his relatives and not squander it at Toulon.

THE *S. F. Call* of the 28th inst. notes a case of collecting a debt which appears curious to us, but is no doubt the usual thing in Texas:—"Judge" Roy Bean (they are all judges or colonels in Texas) notorious throughout Western Texas and the subject of a magazine article, entitled "The Law West of the Pecos," again distinguished himself last night by going through a Pullman car while the west-bound Southern Pacific train was stopping at Langtry, and with a large Colt's revolver in his hand, collecting from an Eastern tourist 35 cents which the latter owed him. "The tourist had bought some beer at the 'Judge's' saloon; but neglected to pay for it. Going through the sleepers Bean peered into each passenger's face until he found his man, when he said to the fellow: 'Thirty-five cents, or I press the button.' Upon being handed a dollar bill he gave the tourist his correct change, and as he left the car remarked to the passengers: 'That's the kind of a hombre I am. I am 'the law West of the Pecos.' The other passengers were badly frightened, believing that Bean was a train robber, who meant to hold them up."

We regret to hear of the death, at St. Petersburg, of Dr. E. Breitschneider, one of the most distinguished Sinologists of his time says the *China Gazette*. It is not long since we had deplored the death of another well-known resident and medical man in the person of Dr. Dudgeon. Now the loss of another well-known Peking resident has to be noted. For many years Dr. Breitschneider was physician to the Russian Legation at Peking, and took advantage of his exceptional position to devote himself to the investigation of Chinese archaeology, &c. One of his most famous works is a "History of Botanical Discoveries in China" and the map of China which was issued to accompany it, which is about the best map obtainable by the ordinary unofficial. Among other works from his pen are:—"On the Study and Value of Chinese Botanical Works"; "Fu-sang, or Who Discovered China"; "On the Knowledge possessed by the Ancient Chinese of the Arabs and Arabian Colonies"; "Notes on Chinese Medieval Travellers to the West"; "Archaeological and Historical Researches in Peking and its Environs"; "Medieval Researches from Eastern Asiatic Sources." Dr. Breitschneider was an honorary corresponding member of the Royal Geographical Society, as well as of many other societies.

The Mortality returns for the Colony for the week ended 31st instant show a mortality of 43.2 per 1000 per annum. For the week ended 15th instant the mortality was 44.4 per 1000.

A CONTINGENTARY states that Messrs. Mower & Co., Kamakshi, Burma, have applied for a patent in respect of a floating rice mill to be designated the "Mower & Co. patent floating rice mill."

THE Mortality return for Macao for the week ended 9th instant shows 66 deaths, 17 of which were from plague. During the week ended 16th instant there were 65 deaths, 28 being from plague.

As appears to be inevitable after heavy rain, no Reuter's telegrams had arrived up to the time of our going to press, says the *Siam Observer* of the 12th inst. We are sorry for our contemporary, if they were short of copy, but they really haven't missed much.

A BANGKOK paper says:—The *St. Enoch* can dredge down to 47 feet and lift 16 tons per minute. We wonder how long it would take for a couple of vessels of this class to dredge a direct channel through the Bangkok Bar, and how much it would cost per annum to keep such a channel open?

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 30 Queen's Road Central. The wrapper will enable us to check the delivery copies.

A HAVAS TELEGRAM, dated Paris, June 18th, states that the Yunnan Railways Scheme stipulates that the concessionaire must construct at his own risk and expense the Lao-Kay Yunnan-sen line. He takes over the Haiphong-Lao-Kay line. The whole Haiphong-Yunnan-sen line is leased for 75 years. It will be worked at the risk and expense of the concessionaire, who will divide the profits with Indo-China. The Capital for construction and working is estimated at 100,000,000 francs.

THE Calcutta financial and industrial journal, *Capital*, observes with brief comment, that carpenters in Christmas Island seem to do themselves very well. In Mr. Clayton's annual report upon that Island for 1900 it is set forth that "the Cantonese carpenters frequently send on their own account for extra delicacies from Singapore. On one occasion, I am told, they ordered champagne, when a liquid so labelled was duly supplied to them." We trust, says our contemporary, that the liquid was as dry as the official sense of humor.

THE *Nagasaki Press* says:—Japan is well represented at the Glasgow Exhibition. The exterior of the Japanese building presents nothing remarkable, but the exhibits present an artistic display of extraordinary beauty and value. One is a screen of silk needlework representing a landscape near Kyoto, in which the tints of the foliage and water are reproduced with wonderful brilliance and delicacy. Another screen of lacquer, inlaid with carved and coloured ivory and enamel, is priced at £1,000, and there are others still more valuable. Bronzes, porcelains, and books go to make up a nearly complete collection of Japanese arts and crafts. A good many of the articles came from the Paris Exhibition.

WE would call the attention of our readers to the offer of a prize of fifty dollars made in our leader column of the 11th instant. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th inst. All articles to be addressed to:—

The Editor,
"Hongkong Telegraph,"
50, Queen's Road Central.

THE *Nagasaki Press* learns that the Mitsui Bussan Kaisha has obtained the contract for the supply of bunker coal to the United States army transports, for the latter half of the present year. Sealed proposals invited for the coal supply were opened on the 1st inst. at the United States Depot Quartermaster's Office in the Nagasaki Hotel, and the tenders were afterwards forwarded to the authorities at Manila, by whom the Mitsui Bussan Kaisha was notified on Tuesday last of the acceptance of their tenders. Tenders had been also sent in by the American Trading Company, Messrs. Holme, Ninger & Co. Messrs. Isaacs Brother, Messrs. Taylor, Cooper & Co., and Taniguchi Kato Shokai. The offer accepted by the American authorities was for the supply of Miike coal at \$3.30 U.S. gold per ton.

The following is one of the latest samples of the stamp collector's ingenuity that has come to the notice of the *Bangkok Times*; it comes from Belgium:—

Honourable Sir,—Mr. Horace Schott Consul at Gibraltar sent me just now your newspaper which is most interesting and three stamps of Siam for my collection. I take the respectful liberty to pray you to send me for my collection all the different stamps of Siam which are now in use, from the lowest to the highest value inclusive and to put them on the letter to me and to let the letter be registered at the post office. I shall then send you the money for it. My husband is Consul of United States. If you have still other stamps from Straits Settlements, China, Hongkong, Shanghai or other countries I shall be also very grateful to you if you send them to me.

Yours very respectfully,
Mrs. —

That may be genuine, though we were not aware that in the inner circle married ladies put "Mrs." as part of their signature. But do even collectors oblige one another in this fashion? If any collector wishes to send the stamps, we shall be happy to furnish the address.

We call the attention of our readers to the letter in another column, signed "Dubo," on a very important subject—the re-occupation of Beaconsfield Arcade. The letter is written by a well-known medical man in the Colony, an acknowledged authority on plague matters.

THE *World* says:—Captain A. W. Carter, who has been appointed to the battleship *Glory* as Flag Captain to Sir Cyprian Bridge on the China Station, should have a promising career before him. He is only forty-five, and he will soon have spent two years in his present rank.

THE *Selangor Government Gazette* notifies that the name of "Port Swettenham" has been given to the new harbour situated at the mouth of the Klang River at Kuala Klang, and that such designation is to be used in future upon all records, bills of lading and other documents having reference to the said port.

WE strongly endorse the views of the Medical Officer of Health, as laid before the meeting of the Sanitary Board this afternoon, as regards the ornamental fretwork cornice to be seen in almost all houses in Hongkong. The rats make regular marine parades of them, and carry on their courtships and quarrels over them at night. The fretwork in a source of dirt collecting too, as it can hardly be got at to clean.

THE Cricket Match, *Glory* versus Yokohama, was watched with much apparent interest by quite a number of the gentler sex, one fair stranger, in biscuit colour, with a very pretty "lamp-shade" hat, exciting considerable admiration. The ladies were all agreed as to the good looks of the visiting team, and thought it such a pity two of them should have tattooed their "nice arms." But they admitted, sotto voce, that the game itself was a fearsome mystery to them; in fact the Queen of Portugal's opinion was pretty general, "What an amount of exertion for so little result." The day was warm, but steaming hot tea, partaken of on a breezy veranda, in pleasant company, and with cucumber sandwiches, like Epps's Corn, "grateful and comforting." Mrs. Killy, and her bevy of young helpers, which included the Misses Killy, Miss Hilary Meade, Miss Herb, and Miss Dorothy Allen, had plenty to do, and would have had more, only that a slight paucity of chairs drove a good many would be tea-drinkers into going "empty away." The *Glory's* Band was most enjoyable, and played, amongst other things, a delightful selection from "The Belle of New York."—*Box of Curios.*

ALTHOUGH none of the English papers in Shanghai appear to have been supplied with a copy of the award of the Court of Consuls in the Arbitration on the question of the demand by the French military authorities for an indemnity for the death of Bagler Dalle, which was alleged to have been caused by the treatment he received at the hands of the Municipal Police during a disturbance near Chapoo Road on Sunday, 7th April, the translation in the *Echo de Chine* of the decision given by the Court, shows that the account we gave of the affair was substantially correct, says the *Shanghai Mercury* of the 21st inst. The decision is to the effect that the unfortunate bugler met his death in consequence of injuries he received through collision with a jinrikisha.

The decision adds that the French soldiers arrested ought to have been handed over to the Chinese authorities when demanded, and that the French soldier Grenier was treated with unjustifiable violence at the Hongkew Station, especially while still a prisoner at the bar. The sergeant in charge of the Hongkew Station having telephoned to the station of the military police after having received notice of the trouble in Boone Road, the police were justified in using all their efforts to maintain order till the arrival of the military guard.

THE FATAL ACCIDENT AT THE KOWLOON DOCKS.

Further enquiries as to the fatal accident of Tuesday night, which occurred at the Docks, prove it to be one of the strangest cases heard of. On the night of the 25th about 10 men were working in the propeller shaft tunnel of the U. S. *Arcturion*. While engaged coupling the shaft a net weighing about 6 pounds fell on to a tin of some Japanese preparation of a spirituous nature which instantly ignited. The flames burst forth between the men at work and the entrance to the tunnel. They endeavoured to escape up a ventilator but two were caught by the fumes given off and falling down perished at once, 5 more were burnt so terribly that they have since died.

There was 12 lbs. of lard consumed in the flames but fortunately a large tin of Japanese driers did not take fire. One of the injured men removed to the Government Civil Hospital died this morning. It is important to note that none of the inflammables were the property of the Dock Co but belonged to the ships. How they came to be in the tunnel is not yet explained.

THE PLAGUE.

Number of cases reported (Chinese) 1,494 up till noon of the 26th June, 1901
Other Asiatics 46
Europeans 25

Number of cases reported (Chinese) 1 during the past 24 hours
Other Asiatics 0
Europeans 0

Total number of cases reported to date 1,476

Number of deaths reported (Chinese) 1,364 up till noon of the 26th June, 1901
Other Asiatics 32
Europeans 9

Number of deaths reported (Chinese) 5 during the past 24 hours
Other Asiatics 0
Europeans 0

Total number of deaths recorded to date 1,410 Since noon on Saturday last the cases and deaths are:—

Cases Chinese 51
Other Asiatics 0
European 2

Total 53

Deaths Chinese 55
Other Asiatics 1
European 0

Total 56

The plague returns for last week were:—
Cases 155
Deaths 152

The returns for 26th June, 1894, were:—
Total deaths to date 3,744
New cases in previous 24 hours 179
Deaths in previous 24 hours 179

PLAQUE PRECAUTION.

A minute from the Medical Officer of Health, reading as follows, was laid on the table at this afternoon's meeting of the Sanitary Board:—

The experience of the present epidemic of Bubonic Plague has convinced me of the great objection to ceilings of the type so common in Hongkong, and to wooden skirting boards, in connection with the spread of plague by rats and other vermin, in consequence of the facilities which they afford for rat-runs and for the accumulation of all sorts of filth. I would suggest, therefore, that a warning be inserted in both the European and Chinese Press to the following effect:—

PLAQUE PRECAUTIONS.
THE EXCLUSION OF RATS FROM OFFICES AND DWELLINGS.

1. The Public are warned that ceilings, and wooden skirting-boards, and lath and plaster partitions afford great facilities for rat-runs, and the Sanitary Board strongly recommends that ceilings should, wherever possible, be dispensed with in offices and dwellings on the lower levels, and the exposed beams or joists lime-washed or painted.

2. Skirtings should be of cement and not of wood.

3. All rat-holes in walls or floors should be at once stopped up.

4. All gratings to drain inlets should, wherever possible be securely fastened, and broken ones replaced without delay.

5. No discarded food should be allowed to lie about in kitchens or yards.

6. All drains and drain inlets, traps, etc., should be flushed daily with a bucket of clean water.

7. Coolie-quarters should be regularly inspected and strict cleanliness enforced.

With regard to this last clause we regret to say that the coolie-quarters of many of the offices and dwellings on the lower levels are allowed to get into a most filthy condition, owing in part no doubt to the fact that such quarters are often used in common by the servants of several firms. The maintenance of the cleanliness of such quarters is both by law and by commonsense, the duty of the householder and not of the Sanitary Authority, and with plague epidemic in the Colony it is surely not unreasonable to ask that each firm should depute one of its assistants to make a daily, or even a weekly inspection of the coolie-quarters attached to the office, and to institute a quarterly lime-washing of all such quarters, instead of waiting for the occurrence of a case of plague, or the finding of a dead rat, and then having a grand clearance of the accumulated filth of weeks or months.

Mr. Osborne minute:—I would also recommend the Board in arreance to supply private inspectors for European offices and dwellings. Many firms and people would gladly pay for a European to look after the servant's quarters.

CONCERT AT THE SERGEANTS' MESS OF THE ROYAL ENGINEERS.

It after happens that the gathering of a few friends at short notice provides better entertainment than a more elaborately arranged meeting. Such was the case at the Sgt's Mess of the Royal Engineers yesterday evening. The occasion was the departure of Sgts. Donegan, Bowers, Corporal, Welsh and Watkins and one or two others whose names we were unable to catch. Sgt. Major George was in the chair and every thing was carried out strictly in order.

All the performers have frequently been heard before viz. Messrs. George, French, Simmers, Viggers, Bowers, Donegan, Welsh, Sidwell, Barnett, Watkins and J. Oxberry and yet, so the spirit moved, never to better advantage than last night. There was a vim and a go about the whole list such as we have seen sadly wanting on some former occasions. Without making comparisons we must mention the singing of Sgt. Simmers and W. J. Oxberry. The rich baritone and the full powerful tenor were listened to with rapt attention and well merited the tumultuous applause that followed. Sgt. Burrell accompanied the songs admirably.

SPORTING NEWS.

A number of good practise gallops took place on the Race Course this morning but the smallness of the numbers of onlookers evinced the very slight interest that is being taken in the meeting by the public.

Glory, this year's champion was out at exercise and was much admired. Perhaps the owners are wise in not running him at this meeting.

Kismet although not running was out and about, his spring of action being very taking. Hoodoo did a businesslike gallop of half a mile in very fair time, finishing well.

Mr. Master on Mr. Rennie's Lady Mary did a quarter mile at top speed. This is the race horse of the meeting, if a fault could be found it would be in her being a trifle too fine.

Loyalist pleased his admirers very much in the way he went over a mile course, pulling up strong and willing in the excellent time of two minutes two seconds.

Innocent put in a useful gallop at three quarter speed, Mr. P. A. Cox being up.

The gallop of the morning was done by Favourite Rose who went a half mile doing the last quarter in 28 seconds. Mr. eig who was riding him showed very good form, the horse answering gamely throughout.

Arragon in the hands of Mr. P. A. Cox was sent half a mile but is not at his best, being badly in want of work.

Kangaroo went very well for a half mile, finishing strong. The last quarter was done in 28 seconds.

Although one or two gentlemen are taking a lively interest in the forthcoming meeting we are afraid we cannot treat the matter seriously. No meeting can be a success without the aid of the public and as far as we can see very little has been done to attract outside attention. We feel for sportsmen like Mr. Rennie,

RATS ON THE PARADE GROUND.

The following letter from H. E. Major General Gascoigne, to H. M. the Governor with other correspondence, was laid before the Sanitary Board at to-day's meeting:—

My attention has been called to a statement made in the *China Mail* of last evening (17th) in which it is said that it is believed that a very large number of rats have been found in the New Parade Ground &c. &c. This is in continuation, no doubt, of some utterances of Dr. Clark at a recent meeting of the Sanitary Board. As your Excellency is aware I at the time did not quite endorse the views entertained by Dr. Clark and requested that the matter might receive further attention. Owing to an accident my memo to your Excellency was not brought up before the Board and as time elapsed I thought it best to let the matter drop. But now that the matter has again cropped up I would request your Excellency to bring the matter up for full investigation. It is not for a moment suggested that Dr. Clark has made his statement lightly or carelessly. What is contended by Major Williams (in charge of the Parade Ground) is that Dr. Clark has been misinformed by his people as to the amount of rats found in the immediate neighbourhood. Major Williams' contention is that if rats in any number were found in the neighbourhood he must have seen them, whereas, with all the search possible made after his attention had been drawn to the matter, he has not seen them; neither have they been seen in any numbers in Murray Barracks. Only one dead rat has been found on the Parade Ground during the last eight months. Major Williams is living in a tent on the Ground; and it would be impossible for rats to be there in any numbers without his seeing them.

Our contention is that the people from whom Dr. Clark has received his information have misled him.

I would certainly desire, therefore, that attention be drawn to this.

A Minute from Dr. Clark was attached as under:—

The Inspector of the district reports that, during the past two months, over 2,000 dead rats have been found in the neighbourhood of the Parade Ground and the Cricket Ground. This averages over 36 a day. Further comment is, I think, needless. These rats were collected within a radius of 200 yards of the Parade Ground. If we count only those from the City Hall, Government Offices, Murray Barracks and Beaconsfield Arcade, they total 1084 for the two months, or over 17 per day.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PROPOSED REOPENING OF BEACONSFIELD ARCADE.

To the Editor of the "Hongkong Telegraph."—Will you permit me to earnestly entreat—to beg—to pray intending occupants not to resume residence at Beaconsfield Arcade for a further period of at least three months. This entreaty on my part is but a public duty.

Yours, etc., "BUBO."

Hongkong, June 26th, 1901.

AT THE MAGISTRACY.

A CREDITABLE ARREST.

Kwak Hing was charged by S. Adlington P. C. 61 with being in unlawful possession of and assaulting him in the execution of his duty.

P. C. 61 sworn, in said at about 6.40 a.m. this morning I was on duty on the Praya East. I saw some men landing coal out of a boat on to the Praya. As soon as they saw me, one shouted Sergeant and they ran away. I boarded the defendants' boat and was knocked by him into the harbour with a boat hook. I hung on to the boat for about 30 yards and climbed aboard. I caught hold of defendant but he got away and jumped into the water and was arrested subsequently on the boat. There were 40 cutters on board.

The defendant stated he got the coal while shrimping and the constable fell into the water when he tried to board the boat.

Mr. Hazland sentenced the defendant on the first count to 14 days' hard labour and on the second three months, sentences to be consecutive.

STEALING CLOTHES.

Leung Shui, a seaman on the s.s. *Flintshire* was charged with stealing \$250 worth of clothes. Walter Henderson and Police Constable 109 gave evidence, and the defendant was sent to goal for one month.

SUN YAT SEN'S SCHEMES.

Among the arrivals in Yokohama by the *America* Maru was Mr. Sun, says the *Kobe Herald* of the 19th inst, the well-known Chinese reformer. He came immediately from Honolulu, where he has been visiting his family for some months. According to a Reuter telegram, which has appeared in the foreign press, Mr. Sun Yat-sen stated in Honolulu that he aimed at the overthrow of the Emperor-Dowager and her Mandarins and is backed by a strong force.

In conversation in Yokohama on Monday with a representative of the *Japan Gazette*, while not denying the truth of this statement and indeed confirming its substance, Mr. Sun Yat-sen stated clearly that he did not wish to talk politics.

"Things will be worse in China before they are better," he said emphatically. "I think before very long." Just now everything is unsettled and I have not had time to inform myself thoroughly since my arrival of the latest news from China. I do not think the Chinese Court has any sincere intention of returning to Peking, but will probably take up its position at some other point than Sian, where it will have closer communication with the Yangtze.

"As to the claims of the rival nations in China, it is clear that England and Russia both profess friendship from interested motives. Russia wants an outlet for her railway and England wants to increase her trade. Germany has also trade interests. Of course Russia is closer ethnologically than other nations, but I would not advise China to trust to her professions of friendship. England's attitude is more favourable than the opening of China to trade would be mutually beneficial. I think that Japan could have great influence in China by the friendly introduction of modern methods through the similar language and customs of the two countries.

"But radical reform in China can only come through the sweeping away of the Manchu dynasty and its corrupt officials and the adoption of European methods in business and government administration. The Emperor is probably a good man but weak. I was on the same steamer as U. S. Minister Conger and he agreed with me that the Emperor was weak—a very child he said. Li Hung-chang is an able man but too much influenced with Manchu ideas. Chinese reform will come through the

CONSERVANCY OF THE WHANGPOO RIVER.

SHANGHAI, June, 26th.

The Boxer trouble was no exception to other ill-winds and one of the most substantial advantages which it has brought in its wake is no doubt the fact that we are within measurable distance of having our river properly conserved by a regularly constituted Board. Had not the Foreign Powers got the upper hand of China by reason of her last year's madness, the probability is that the state of the question, which was first mooted by the Shanghai Chamber of Commerce in 1898, would have been now at the same position as it was at its inception. The people who could consider the Whangpo as a heavenly sent harrier, would not be likely to realise the fact that Shanghai as a seaport is doomed to certain extinction if nothing is done speedily to prevent the silting up of the river which is slowly but steadily going on before their very eyes. In fact the last two or three P. & O. steamers had to lighten a good deal in order to get over the Outer Bar. However, as things have turned out, the Chinese will no doubt be given the opportunity very soon of taking the har back to where, as they would have us believe, it came.

The history of the conservancy question is briefly this. In 1898 the Chamber, having received some official encouragement, appointed a committee to draw up a scheme. This committee at once set to work and discussed the question in all its bearings, not only with all the representatives of the shipping interests here, but also with merchants and others who could give sound views on the subject. The Chamber then made a report and the question fully discussed. The outcome of all this was that a very comprehensive and feasible scheme was drawn up and submitted to the Consuls. These gentlemen deemed some alterations necessary and made recommendations accordingly to the Chamber. A great deal of discussion then ensued until in April, 1899, the final scheme was drawn up, approved by the Consular Body and sent to Peking. In due course a reply came from the Ministers to the effect that they left behind to consult their respective governments in the matter. The Chamber then applied to the good offices of kindred institutions in the principal European capitals in order to get the scheme sanctioned. The Chamber waited a year and not hearing again from Peking wrote to the Doyen of the Diplomatic Corps in June, 1900, enquiring about the fate of the scheme. It appears that this letter never reached Peking and the probability is that it was seized by the Boxers. Their trouble was now raging and nothing further was done until last spring, when another letter was sent by the Chamber reminding the Ministers of the correspondence regarding the Conservancy scheme. Shortly after this Mr. Hewitt, then whom no one has a better grasp of the question or has taken more interest in the subject than he, arrived in Hongkong, and at Peking met all the Ministers with the exception of Mr. Pichon, and discussed matters with them in his capacity of Chairman of the Council and Vice-Chairman of the China Association. Among the numerous questions discussed, of course the Conservancy scheme took precedence, and the outcome of these discussions was the appointment of five Ministers to form a committee on the Whangpo Conservancy question.

Mr. Hewitt left Peking three weeks ago with every hope that the question would be soon definitely settled, but from the telegram which appeared in our last night's issue it seems that some important question, and not mere details as we are asked to believe, has cropped up, perhaps some unexpected obstruction on the part of the Chinese authorities.

The Chamber was understood, on the receipt of the telegram from Peking, to send a difference in asking Mr. Hewitt to proceed again to Peking, but as there is no other member who has a better command of the subject, the Chamber very wisely concluded to trust to Mr. Hewitt's proved public spiritedness and invite him to undertake the mission. And they were not far wrong in their trust. On being asked this morning by a representative of this paper whether he could spare the time from his own work and that of the Council, which must have accumulated a good deal during his late absence, Mr. Hewitt simply replied, "I am afraid I will have to go."

We are informed by the Secretary that the Chambers received the telegram, referred to in our yesterday's issue, requesting that a member of the Chamber be sent to Peking as soon as possible in order to confer with the Committee of Ministers about some matters of detail in the Whangpo River Conservancy scheme, after to which on Wednesday morning and it was acted upon at once. Of course we did not imply that the Chamber had not replied to the telegram as any one of ordinary intellect would conclude, but we did imply that up to the time of going to press no member of the Chamber had started for Peking.—*Mercury*.

At the Police Court on the 26th inst., the 14 prisoners arrested in connection with the theft of notes and gold to the value of over \$270,000 from the Hongkong and Shanghai Bank were arraigned before Mr. Mitchell.

Mr. Fort appeared for the police, and asked that the case might be postponed for a week. A certain portion of the money, he said, had been found at Colombo, and on Monday last a telegram was received from India stating that one of the persons implicated had been arrested there. It was impossible to bring this man before the Court for some time.

The Magistrate—Has all the property been recovered?

Mr. Fort replied that not the whole, but the greater portion, had been recovered; there were from eight to ten thousand dollars still missing. The man arrested in India was one of the chief persons wanted. Mr. Fort asked for a postponement for a week only, and he would then be able to say what definite charges would be framed against the prisoners.

Mr. Delay asked for bail for two of the prisoners, Ana Nana Nohamed and Kayder Mydin. Their names were not mentioned in the information of the case, and they were only charged with receiving, not with taking part in the theft. No evidence had been given against them, and no information laid to say what was the charge, nor was any specific sum mentioned.

The Inspector in charge of the case replied that the charge against the prisoners was that of receiving \$1,000 of the stolen money.

Mr. Delay—The prisoners were not arrested on a warrant.

The Magistrate—Are your clients prepared to give bail?

Mr. Delay—Yes, substantial bail if necessary.

The Magistrate said he would postpone the case for a week, and grant bail to the two prisoners in the sum of \$2,000 each.

Mr. Battenburgh applied for bail on behalf of Ana Nina Pillay, on the same grounds as set forth by Mr. Delay.

The Magistrate—Bail granted \$2,000.

It was mentioned to the magistrate that \$3,000 of the money was found on the prisoners, and the Magistrate enlarged the bail to \$3,000.

Mr. Van Cuylenburg asked for bail on behalf of Singaroon, on the grounds that the prisoner was not mentioned in the information.

Bail was allowed in the sum of \$2,000.

Mr. Van Cuylenburg also asked for bail for Katchie Mydin.

Mr. Fort opposed.

Mr. Van Cuylenburg said this prisoner did not appear to have taken any active part in the offences and no money was found in his possession. The information did not disclose that he took any active part in the robbery; the man Abdul Kader appeared to have done it all.

The Magistrate refused to grant bail.

Mr. Lowell asked for bail on behalf of Abdul Bakar. The only offence against this prisoner, he said, was for giving the keys to another tamby and the charge was for retaining 23 keys the property of the Hongkong and Shanghai Bank. Bail refused.

Mr. Battenburgh applied that the bail raised from \$2,000 to \$10,000 in the case of Nina Pillay, might be reduced. The \$3,000 found on the prisoner were not notes belonging to the Hongkong and Shanghai Bank, but Government notes, and prisoner's own money.

The Magistrate—I don't feel inclined to alter my decision.

Mr. Van Cuylenburg applied for prisoner Papanali. This woman, he said, was the person who gave the whole game away.

Bail was allowed in the sum of \$300.

Katha, Fuminal and Mutu Kanamar were admitted to bail in sums of \$2,000 and \$10,000 respectively.

All the other prisoners were remanded in custody, and the case was postponed for a week.—*Straits Times*.

BAMBOO SEED FOR FOOD.

We take the following notes from the *Indian Forester*:—

It would not appear to be very generally known that the seed of the bamboo is not only fit for consumption by man, but that in this corner of India, it is being collected and so consumed as to be sufficient to ameliorate a very pronounced local scarcity. How far outside the Dharwar district the seeding is taking place I am unable to say. It undoubtedly extends some distance into Kanara. Heretofore *talabus* are alone involved. In them it is rarely possible to meet with a single culm not undergoing the process. The approximate area may be stated at 75,000 acres, extending fifty miles from north to south, along belts three to eight miles broad. It is generally admitted in this area that but for this prolific seeding, owing to the great scantiness of the rainfall during the past two seasons, the poorer classes would have been hard pressed.

The fact that there has been an unprecedented deficiency in the rainfall over a tract of country which is almost invariably well favoured in this respect, leading in its turn to a sudden seeding of the bamboo, is significant and of interest, but with the aspect of the question I am not at present concerned except in so far as it incidentally draws attention to the old Brahmin saying, "When the bamboo produces sustenance we must look to Heaven for food." The purely local inhabitants are not the only ones who are taking advantage of the present situation. The news has spread far and wide into territories where forests do not exist, and the influx of the people represents a serious factor in the preservation of the reserves from fire. It is a common thing to see cart-loads of bamboo grain plying along our roads where but a short while back grain in any form was at a premium. As it seemed doubtful whether any attempt to place a check on this wholesale removal would succeed on the one hand, or be desirable on the other, no action is being taken to arrest it.

When the seed is ripe, a very slight shaking of the culm dry stems is sufficient to induce it to fall plentifully. The flour is either mixed with rice or "jowari," or eaten by itself, prepared into the ordinary flat cakes of the country, termed "chapatis." It is said by the natives to be sufficiently nutritious; and the mere fact that it is so largely collected shows it to be so. Nevertheless it would be of interest to ascertain what percentage of proteins the flour contains, and where it would stand in the scale as a nourishing form of diet. It has been found that two women can collect about 8 lbs. of the seed in the day, which, after the removal of the husk and bran, is reduced to 6 lbs. This quantity will make 30 cakes seven inches in diameter, or sufficient, it is said, to feed an able-bodied man for six days. It is interesting to note that the flour is being buttered in local markets by the poor for "chutnies" and other condiments; but there is, so far, no recognised market for it. My horse, bullocks, goats and sheep refuse to touch the bran referred to, even when mixed with their ordinary grain. The seed is eaten raw under protest, but when cooked is more appreciated.

THE OLDEST MUMMY IN THE WORLD.

The most recent addition to the British Museum is perhaps the greatest wonder in that storehouse of wonders. It is the body of a man found in Egypt. This in itself is not so wonderful, for Egypt is a vast cemetery from which have been unearthed the bodies of men and women who lived and died ages before Rome was dreamt of, and amongst them the corpses of greatness fill many a page of history. We can look on the forms of Seti I, Ramesses II, a Sesostris, the Pharaoh of the oppression and of Ramesses III, and see them, and they were in life. But the dead man, whose body now lies in the Upper Egyptian gallery, has an interest and an importance all his own. For he was not an Egyptian, but one of a race that inhabited the Nile valley before the Egyptian occupation. The body was found in a shallow, oval grave scooped in the sandstone, and covered with slabs of unhewn stone. The hole was too short to permit of the body being laid at full length, and it was accordingly placed in a crouching posture. It lies on its left side leaning slightly forward. The face rests upon the two hands, and the knees are drawn sharply up almost to the breast. Around the body are earthen jars which contained funeral offerings, and between the stomach and the thighs are deposited flint knives of neolithic pattern, the attitude is almost precisely that of human remains found in the cemeteries of Hallas and Sakharah by Mr. Flinders Petrie. We may indeed infer that they belonged to the same race, and that this was the ordinary mode of sepulture.

But the body under discussion possesses a value superior to the other specimens of its race. For while the remains found at Hallas and Sakharah consisted only of bones, the body in the British Museum is in an almost perfect state of preservation. It was not mummified after the fashion so familiar to us from the Egyptian tombs, but has been preserved mainly by desiccation, to which its having been covered with a thin coat of bitumen has contributed. The body is quite uncovered and naked; the legs and arms are shrunken, to the mere thickness of the bone; the face has lost most of the covering and flesh, and some portions of the scalp are gone. Much of it, however, remains, still bearing a thick crop of curly reddish brown hair, while the torso, though emaciated, is singularly little altered. We can clearly see the wrinkles of the skin where the

sepulture, and we are able to establish the fact that the man was of a fair-skinned race. Little is known of this race at present, but the latest discovery will doubtless stimulate a similarly conjecture. In any case it is certain that we can now behold by far the most ancient man ever yet seen in the flesh. The imagination almost reels at the abyss of time that lies between us and him. Of all the body makers who visited the museum of Easter and thronged round the dead body held quite a levee every day and all day long—very few suspected that they were looking at a man whose life was ended long before the time of Abraham, thousands of years before the date assigned to Adam by the biblical chronology of Archbishop Ussher. The date thus assigned to Adam is 4004 B.C. the great Pyramid was built by Chufu, a Cheops, about 3700 years B.C. But Chufu is a King of the 19th Egyptian Dynasty, which was probably at least one thousand years later than Moses, the first King of Egypt. Maspero in "The Dawn of Civilization," and in this he is supported by Chabast, considers that the Egyptians were in the valley of the Nile anything from eight to ten thousand years before the Christian Era. And although it is not necessary to assert that the highland fair skinned race entirely disappeared at their coming, it gives its some idea of the almost awful antiquity of the man whose body now lies in Bloomsbury, a man of the Neolithic period. It awakens curious reflections.—*The Asian*.

NOTANDA.

CALENDAR.

June
Meteorological means based on fifteen years' observations in 1898.
Barometer 29.763
Thermometer 80.7
Humidity 81.0
Rainfall 16.466

TO-DAY.

Barometer 29.80
Thermometer 83
Humidity 74
Rainfall 0.07

TO-MORROW.

Chinese—1st of 5th moon of 27th year of Kwun-si.

Sun—Rises 5hr. 19min.
Sets 6hr. 42min.
High water—Morning 5hr. 42min.
Afternoon 6hr. 42min.
Low water—Morning 1hr. 10min.
Afternoon 1hr. 10min.

ANNIVERSARIES.
1867—Canpore massacre.
1868—Treaty between France and China signed.
1866—The s.s. *Prince Albert* confiscated by the British Consul and Customs at Canton.
1870—Btl of Clarendon died.
1896—Slide of the Rev. Nestor de Castilho at Macao.
1897—Loss of the Russian ironclad *Ganjour* in the Baltic.
1898—Belgian contract to construct the Luhan Railway signed.—Egyptian Government refuse to allow Spanish fleet to re-coal.
1899—E. & A. S. S. Co.'s steamer *Airlie* grounded on Vernon Island.

TO-MORROW.

Friday, 28th June, 1901.
Chinese—1st of 5th moon of 27th year of Kwun-si.

Sun—Rises 5hr. 19min.
Sets 6hr. 42min.
High water—Morning 5hr. 42min.
Afternoon 6hr. 42min.
Low water—Morning 1hr. 10min.
Afternoon 1hr. 10min.

ANNIVERSARIES.
1835—Coronation of Her Late Majesty Queen Victoria.
1840—Blockade of the Canton River commenced.
1851—Death of Lord Raglan, Commander-in-Chief in the Crimea.
1874—Loss of the s.s. *Laf Tek*.
1892—Loss of the s.s. *Haiphong* near Yokohama.
1893—Third expedition to Manila left Frisco.
1893—Earthquake in Italy.
1893—Fight between guard-boat and liliin station near Wuchow.

AGENDA.

TO-MORROW.

Daylight—N. Y. K. steamer *Hitachi Maru* leaves for Marseilles and London.
4 p.m.—N. Y. K. steamer *Asama Maru* leaves for Sydney and Melbourne via Manila etc.
Cargo ex *Sunda* subject to rent.
(Abut)—P. & O. Co.'s steamer *Malacca* leaves for Shanghai and Japan.
5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila.

SATURDAY, 29th.

(Abut)—P. & O. Co.'s steamer *Japan* leaves for London.
2.30 p.m.—Public Auction by Messrs. Hughes and Hough at No. 17 Des Voeux Rd. Gymkhana at the Happy Valley.
Cargo ex *Flintshire* subject to rent.

SUNDAY, 30th.

The O. S. K. Co.'s steamer *Datigi Maru* leaves for Coast Ports.
Cargo ex *Heathburn* subject to rent.

MONDAY, 1st July.

Cargo ex *Heathburn* subject to rent.

WEDNESDAY, 3rd.

H. K. V. Co.'s Promenade Concert at the Volunteer Parade Ground.

THURSDAY, 4th.

Non—T. K. Y. Co.'s steamer *America Maru* leaves for San Francisco, via Shanghai, etc.

SATURDAY, 6th.

Non—P. & O. Co.'s steamer *Chusan* with mails etc., leaves for Europe.
12.15 p.m.—Meeting of the Shareholders of the Hongkong Electric Company Ltd., at their offices.

THURSDAY, 11th.

Non—N. D. L. Co.'s steamer *Kiautschou* with mails etc., leaves for Southampton.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

JUNE 22nd.

Mr. Battenburgh now in Hongkong, takes command of the *Diamante*, the present captain

Mr. MacArthur, and officer *Esmeralda*, is promoted 1st officer, of that ship.

Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.

Mr. Gibson, chief officer of the *Hailan*, has been transferred to the *Hailong* in the same capacity.

June 25th.

Mr. Fraser ex 3rd mate of the *Diamante* is promoted 2nd mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Hailong*.

Mr. A. B. Short is acting chief officer of the *Hailan*.

Mr. C. Walker, late 3rd officer of the *Hailong*, is promoted 2nd officer of the *Hailan*.

Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Hailong*.

Mr. Fairfield, has been appointed supernumary 2nd officer of the *Hailan*.

June 26th.

The officers of the s.s. *Tainan* are, Captain O. Anderson, chief officer C. Webb, 2nd A. Burn, 3rd J. Carlo, chief engineer J. Runcie, 2nd M. Murray, 3rd P. Maquire, 4th J. Smylie, chief steward J. Wilson.

The P. M. S. S. Co.'s steamer *Coptic*, will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, on Tuesday September 10th at noon.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, etc., for San Francisco to the 6th inst., via Honolulu, has arrived at Yokohama, and will leave for this port tomorrow morning via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	At	From	Doc.
<i>Archibut</i>	"	Kowloon	"
<i>Union</i>	"	"	"
<i>St. Enoch</i>	"	"	"
<i>Sussex</i>	"	"	"
<i>June</i>	"	"	"
<i>Australian</i>	"	"	"
<i>Tris</i>	"	"	"
<i>Italian</i>	"	"	"
<i>Colonies</i>	"	Cosmopolitain	"
<i>Munchen</i>	"	"	"
<i>Simangon</i>	"	"	"
<i>Marchal de Villars</i>	"	Aberdeen	"

PASSED THE CANAL.

Outward—17th May—*Rhein*, *Crusader*, *Imogene*, 24th May—*Min*, *Ranshan*, *Shirley*, 28th May—*Silesia*, (German) *Agamenon*, *Pioneer*, 31st May—*Bender*, 4th June—*Malacca*, *Glanorganshire*, *Acilia*, *Deucalion*, *Kick*, 7th June—*Annam*, *Kawachi Maru*, *Ballaarat*, *Arara*, *Jupiter*, 11th June—*Kaisow*, *Kongberg*, *St. Irene*, *Ershergor*, *Franc*, *Ferdinand*, *Erica*, *Glenlagan*, *Glenroy*, 14th June—*Banberg*, *Patroclus*, *Ernst*, *Simons*, 18th June—*Antenor*, *Indus*, *Awa Maru*, 21st June—*Bingo Maru*, *Edderton*, 25th June—*Mogul*, *Neckar*.
Homeward—14th June—*Pyrrhus*, 18th June—*Stuttgart*, *Banca*, *Dresden*, *Batavia*, *Meridian*, *Ocean*, *Sithonia*, 25th June—*Canton*, *Preussen*, *Silyia*.
Arrivals at Home—11th June—*Agamenon*, *Hakata Maru*, *Serbia*, 21st June—*Indus*, *Prinz Heinrich*, 25th June—*Ascania*, *Awa Maru*, *Konigsberg*, *Starberg*.

Shipping.

Arrivals.

MALACCA, British steamer, 2,600, E. G. Andrews, 26th June, London, 18th May, and Singapore 21st June, General.—P. & O. S. N. Co.
ARISTEA, Austrian steamer, 2,208, G. M. Scopinich, 26th June, Moji 19th June, Coal.—Mitsui Bussan Kaisha.
PELEUS, British steamer, 4,300, Asquith, 27th June, Liverpool 15th May, and Singapore 22nd June, General.—Butterfield & Swire.
MARA KOLN, German steamer, 2,766, G. Kraehl, 27th June, Moji 26th June, Coal.—Mitsui Bussan Kaisha.
ANPING, British steamer, 1,158, H. Barlow, 27th June, Canton 26th June, General.—C. M. S. N. Co.
NURNBERG, German steamer, 2,663, H. Mayer, 27th June, Shanghai 22nd June, General.—Carlowitz & Co.
AMERICA MARU, Japanese steamer, 6,307, P. H. Going, 27th June, San Francisco 29th May, and Shanghai 24th June, Mails and General.—J. N. Vanusen.
TAISHUN, American steamer, 1,216, Patterson, 27th June, Shanghai 23rd June, General.—C. M. S. N. Co.
HANSA, German steamer, 1,200, Lonszen, 27th June, Java 15th June, Sugar.—Sander, Wieler & Co.
PHRA CHOM KLAO, British steamer, 1,100, Morris, 27th June, Bangkok 21st June, Rice.—Butterfield & Swire.
CHINKIANG, British steamer, 1,265, E. Stringer, 27th June, Canton 27th June, General.—Butterfield & Swire.
JAPAN, British steamer, 2,795,

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	TO-MORROW, 28th June, at Daylight.
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TO-MORROW, 28th June, at 4 P.M.
KAWACHI MARU J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 5th July, at Daylight.
IDZUMI MARU M. J. Currow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th July, at 4 P.M.
WAKASA MARU J. B. McMillan	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU T. Mura	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at Noon.
BINGO MARU F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 25th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC Railways; also the CANADIAN PACIFIC Railway on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 11th June 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships, "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (Or.) on or about the 6th July, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

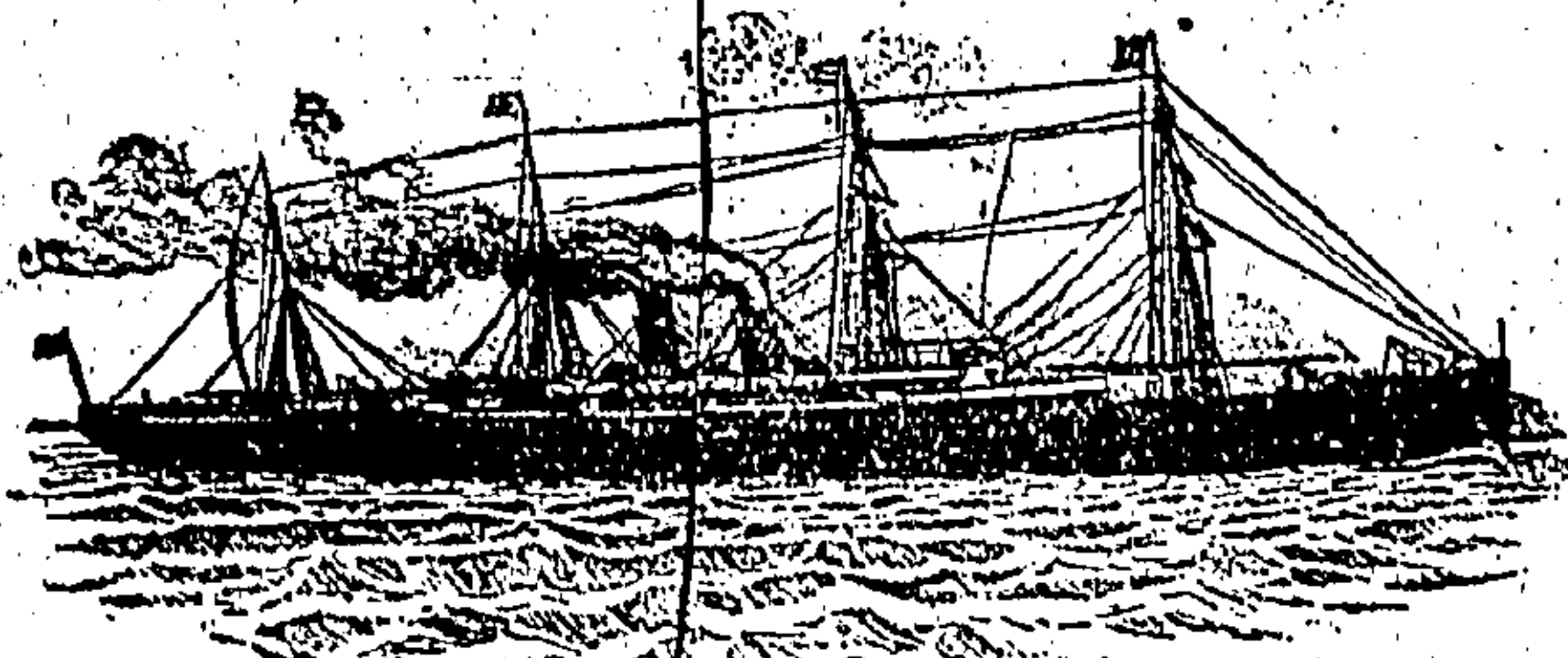
For through Rates of Freight and further information communicate with or apply to

ALLAN CAMERON, General Agent,

or to SHEWAN, TOMES & CO.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABRIO"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIO"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	

THE P.M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders to OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

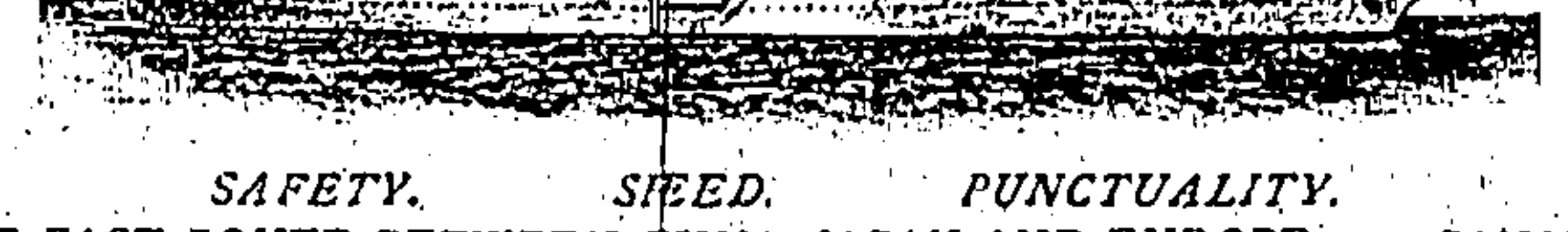
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. H. Bus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 27th August.
EMPRESS OF INDIA...Comdr. O. Marshall, R.N.R.	WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedlar's Street.

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA...Schmidt	HAYRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th July. } Freight.
WUERZBURG...Schneider	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July. } Freight.
ACILIA...v. Dühren	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th August. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

HONGKONG OFFICE.

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WHAMPOA"	28th instant.
MANILA	"SUNSHINE"	28th instant.
ILOILO and CEBU	"CHINKIANG"	29th instant.
YOKOHAMA, KOBE and MOI	"TSINAN"	2nd July.
BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	6th July.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TATWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th June, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	Due.
GLASGOW and LIVERPOOL	"DEUCALION"	30th June.

S.S. "PELEUS" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, TO-MORROW, the 28th instant.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"PROMETHEUS"	13th July.
LIVERPOOL (DIRECT)	"ALCINOUS"	23rd July.
(Taking Cargo at LONDON RATES)	"GLAUCOUS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 27th June, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU," (3,411 Tons Gross, Captain N. Tate), will be despatched for the above Port, TO-MORROW, the 28th instant, at 4 P.M. This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA, Manager, NIPPON YUSEN KAISHA.

Hongkong, 21st June, 1901. [556c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY," Captain J. S. Stevenson, will be despatched as above TO-MORROW, the 28th June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901. [579c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on SATURDAY, the 29th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th June, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 30th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th June, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th June, 1901. [321c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," Captain J. Rafferty, will be despatched as above on or about the 10th July.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901. [529c]

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK," Captain J. Rafferty, will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901. [544c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUNDA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. "Oceana" and "Persia."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 21st June, 1901. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

VLADIVOSTOK.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 21st June, 1901. [4]

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE," Captain Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 22nd June, 1901. [657c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 28th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 22nd June, 1901.

The Share Market.

LATEST QUOTATIONS.

(June 27th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	38 7/8 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited. (Preferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£27 sellers
Union Bank of China, Ltd.	£ 5	£340
China Traders' Insurance Co., Ltd.	£ 25	£60
North China Insurance Co., Ltd.	£ 25	Tls. 180
Yangtze Insurance Association, Ltd.	£ 60	£125
Canton Insurance Office, Ltd.	£ 50	£180 sellers
Strait Insurance Co., Ltd.	£ 20	£1
Fire Insurances.		
Hongkong Fire Insurance Co., Ltd.	£ 50	£350
China Fire Insurance Co., Ltd.	£ 20	£84 sales
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	£ 15	£35 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	£148
China & Manila S.S. Co., Ltd.	£ 50	£62 buyers
Douglas Steamship Co., Ltd.	£ 50	£56
China Mutual S.S. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 5	£7 buyers
Star Ferry Co., Ltd.	£ 25	£9 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£15/- sales
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$145
Luzon Sugar Refining Co., Ltd.	\$100	\$36
Mining.		
Punjom Mining Co., Ltd.	\$ 9	\$6 sellers
Punjom Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Pts. 230	\$325
Queen Mines Ltd.	25 cts.	9 cents sellers
Jebeu Mining and Trading Co., Ltd.	\$ 5	£42 sellers
Raub Allain Gold Mining Co., Ltd.	18s. 10d.	\$114
Oliver Freehold Mines, Ltd. A.	\$ 5	\$14
Oliver Freehold Mines, Ltd. B.	\$ 5	\$14
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$310 sales
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$104 sellers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	nominal
New Amoy Dock Co., Ltd.	\$ 62 1/2	£243 buyers
Lands, Hotels and Buildings.	\$ 10	\$9.85 sales
China Provident Loan & Mortgage Co., Ltd.	\$ 100	\$200 sales
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	\$200 sales
Kowloon Land and Building Co., Ltd.	\$ 30	\$30
West Point Building Co., Ltd.	\$ 50	\$55
H'kong Hotel Co., Ltd.	\$ 50	\$127 1/2 sales
Ontario Hotel Co., Ltd.	\$ 50	\$80 sales
Humphreys & Estate & Finance Co., Ltd.	\$ 10	\$132 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$8 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Other Companies.		
Alhambra, Limited	\$500	\$1,500 sellers
Philippines Tobacco Trust Co., Ltd.	\$ 50	\$60 sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$194 sales
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$14
Watkins, Limited	\$ 10	\$9
Hongkong Electric Co., Limited	\$ 10	\$12.90 sales
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	£153 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$175 sellers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$180 sales
H'kong High-Level Tramways Co., Ltd.	\$100	\$235 buyers
Dairy Farm Co., Ltd.	\$ 6	\$74 buyers
Hongkong & China Baking Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$112 sellers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7 buyers
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Finance Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$50

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Huke, Mr. A. N.
Angus, Mrs.	Innes, Capt.
Arnold, Mr. H.	Irving, Mr. E. N.
Auld, Mr. J. S.	Johansen, Mr. and Mrs.
Bailey, Mr. W. S.	Joseph, Mr. E. S.
Bell, Mr. and Mrs. O. M. D.	Katsch, Mr. E. A.
Benjamin, Mr. David	Kiene, Mr. and Mrs. F.
Beringer, Mr. F. J. G.	Kirkwood, Mr. J.
Black, Mr. J.	Liddle, R. E., Major
Bland, R. N., Lt. & Mrs.	Long, Mr. & Mrs. D. M.
Brown, R. E., Major W. B.	Macdonald, Capt. D.
Brown, Mr. J.	Macdonald, Mr. D.
Bruce, Mr. and Mrs.	Macdonald, Mr. R. L.
Burnie, Mr. C. M. G.	Marlow, Mr.
Bustow, Mr.	Miller, Mr. D.
Cameron, Mr. D. H.	Morgan, Mr. & Mrs. D.
Clark, Dr. & Mrs. F.	Patini, Mr. W. C.
Cole, Mr. G. E.	Pascual, Mr. C.
Colson, Mr. J. S.	Perry, Mr. S. D.
Cunningham, Mr. J.	Pry, Mr. C.
Cunningham, Mr. P. A.	Price, Mr. H.
Davis, Mrs. W. & child	Reich, Mr. A. H.
Denroche, Mr. P. C.	Robertson, Mr. W. R.
Discombe, Mr. G. M.	Robinson, Mr. V.
Dorehill, R. A., Major	Ronnie, Mr. A.
Dredge, Mr. T.	Schouw, Mr. C.
Dyson, Capt. P. S.	Smithers, Mr. R. G.
Fernald, Mr. and Mrs.	Stevens, Mr. H. Coyne
Gairford, Mr. and Mrs. W. R.	Taylor, Mr. D. G.
Gibson, Mr. Kennedy	Thomas, Mr. Harry
Glover, Mr. C.	Tibby, Mr. H. M.
Grant, Mr. John	Valentine, Mr.
Griffin, Mr. A. E.	Wakeman, Mr. G. H.
Hack, Mr. C. A.	Watts, Mr. and Mrs.
Hall, Capt. T. A.	Frank W.
Halling, Mr. H. H.	Whiley, Mr. W. J. G.
Harold, Mr. W.	Whitley, Mr. William
Herron, Mr. C. D.	Whitton, Mrs. M. M.
Hochappel, Mr. E. C.	Wild, Mr. W. A.
Howard, Mr. Thos.	Bagnall
Hudson, Mr. F.	Williamson, Mr. and Mrs. A. A. and child
	Woolen, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Miller, Mr. and Mrs.
Benjamin, Mr. S. S.	Newall, Mr. Stuart G.
Bonair, Mr. J. W. C.	O'Gorman, Col. The
Brayne, Mr. H. F. R.	O'Gorman, Madam
Brussey, Mr. G.	Perrot, Col.
Cameron, Mr. Allan	Pitt, Mr. John, R.N.
Collie, Col. A. W.	Pollock, Hon. H. E.
Crookenden, Col.	Pryne, Capt. R. A. M. C.
Drion, Mr. F.	Pryne, Mr. G.
Ellan, Mr. A. S.	Quintoff, Mr. W. A.
Eskel, Mr. J. S.	Rublee, Mr. W. A. (U. S. Consul America)
Eskel, Mr. R. M.	Rublee, Mrs. W. A.
Forbes, Mr. Andrew	Fraser, Mr. and Mrs. H. W.
Fraser, Mr. and Mrs. H. W.	Rumsey, R. N., Hon.
Fraser, Mr. J. W.	R. Murray
Graham, Mr. D. M.	Shelton, Mr. Edward
Hurston, Dr. and Mrs. G. M.	Sinclair, Mr. A.
Gumpert, Mr. and Mrs. Hughes, Col. G. A.	Stokes, Mr. A. J.
Jeffries, Mr. H. N.	Thomson, Mr. J. S.
Jeffries, Mr. H. N.	Tomlin, Mr. G. L.
Lang, Dr. K.	Wheeler, Mr. H. B.
Lee, Mr. J. F.	Wheeler, Lt. Col. J. L.
Mackie, Mr. Gordon	Wright, Mr. and Mrs. H. Taylor
Martin, Mr. R.	

CRAIGIEBURN.

Anderson, Mr. Jas.	Helm, Mr. W.
Beattie, Mr. and Mrs. J. M.	Hewitt, Mr. and Mrs. T. H. B.
Brown, Mr. and Mrs. H. Matheson	Langlands, A. O. D.
Crouch, Mr. J. W.	Capt. and Mrs. P. C.
Edwards, Mr. G. H.	Pye, Mr. E. Burns
Forreath, R. L. M., Lieut.	Rowland, R. L. M., Lt. A.
G. N.	Volpelli, Consul
Grimble, Mr. and Mrs. G. F. H.	Yeats, Mr. and Mrs. F. H.

KOWLOON HOTEL.

Andrew, Mr. John	Earby, Mr. E. A.
Baners, Mr. J.	Mackereith, Miss A.
Brandstetter, Capt.	Nobbs, Prof. A. P.
Cleasby, Mr. W. H.	Saxton, Mr. and Mrs. T. R.
Davies, Mr. W.	Spittles, Mr. J.
Dean, Mr. F.	
Deans, Miss R. A.	

EXCHANGE.

Hongkong, 27th June.	
ON LONDON, Telegraphic Transfer, 1/11 7/16	
Rank Bills, on demand	1/11 7/16
Credits, 4 months' sight	1/11 7/16
D'ments, 4 months' sight	2/0
ON BERLIN, Bank Bills, on demand	2/47
Credits, 4 months' sight	2/50
ON NEW YORK, Bank Bills, on demand	47 1/2
Credits, 30 days' sight	48 1/2
ON BOMBAY, Telegraphic Transfer	147
On demand	147 1/2
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	72 1/2
ON YOKOHAMA, T.T.	72 1/2
Sovereigns, Bank's Buying Rate	50.12
Gold Leaf 100 touch, per tal.	52.30
Bar Silver	27 5/16
Dollars	nom.
OPTUM QUOTATIONS.	
Hongkong, 27th June.	
New Patna	\$89.90 per chest.
Old Patna	95
New Benares	95.50 per picul.
Old Benares	95
New Malwa	84.50
Old Malwa	85.80
Perian, paper tied	81.5

VESSELS IN PORT.

Steamers.	
AIRLIE, British steamer, 2,500 St. John George, 24th June, Kobe 18th June, and Moji 19th, General—Gibb, Livingston & Co.	
ARETHUSA, American transport, 1,124, Secomb, 19th June, Manila 15th June, Ballast—U. S. Government.	
AUSTRALIAN, British steamer, 3,000, P. T. Helms, 19th June, Sydney 25th May, Brisbane 27th, Townsville 30th, Cairns 31st, Thursday Island 3rd June, Port Darwin 6th, Timor 8th, and Manila 15th, General—Gibb, Livingston & Co.	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April, Manila 11th April, Cable—Government.	
CATHERINE AFAR, British steamer, 1,730, J. G. Olliff, 26th June, Calcutta 8th June, Penang and Singapore 20th, General—David Sassoon Sons & Co.	
CHOWTAI, German steamer, 1,115, A. Müller, 26th June, Bangkok 20th June, Rice and Timber—Butterfield & Swire.	
CHUNSAO, British steamer, 1,428, Rice, 22nd June, Bangkok via Koh-si-chang 15th June, Rice—Jardine, Matheson & Co.	
DEVONSHIRE, British steamer, 2,564, A. Coull, 17th June, New York 14th April, and Port Said 17th May, Kerosine—Standard Oil Co.	
DIAMANT, British steamer, 1,254, A. Ramsay, 25th June, Manila 22nd June, General—Shewan, Tomes & Co.	

DUKE OF FIFE, British steamer, 2,416, J. S. Cox, 15th June, Moji 10th June, Coals—Doddwell & Co., Ltd.

FLINTSHIRE, British steamer, 2,476, J. Dwyer, 22nd June, London 3rd May, and Singapore 17th June, General—Shewan, Tomes & Co.	
HITACHI MARU, Japanese steamer, 3,826, G. Anderson, 26th June, Yokohama and Moji 22nd June, General—Nippon Yusen Kaisha.	
HONGKONG, French steamer, 739, J. Pannier, 26th June, Haiphong 23rd June, General—A. R. Marty.	
KACHIDATE MARU, Japanese steamer, 3,436, S. Fujiki, 26th June, Kuchino 21st June, Coal—Mitsui Bussan Kaisha.	
KEONOWAI, German steamer, 1,115, A. von Riegen, 25th June, Bangkok and Swatow 24th June, General—Butterfield & Swire.	
KOH-SI-CHANG, German steamer, 1,291, Leuss, 18th June, Bangkok 11th June, Rice—Butterfield & Swire.	
MAUSANG, British steamer, 1,514, Walsh, 21st June, Sandakan 15th June, Timber—Jardine, Matheson & Co.	
MUNCHEN, German steamer, 4,691, Krebs, 28th May, Caroline Islands 15th May, Ballast—Melchers & Co.	
OAK BRANCH, British steamer, 2,064, H. Schell, 12th June, Mororan 4th June, Coal—Doddwell & Co., Ltd.	
POMPEY, American steamer, 785, J. H. Serivener, 21st Mar., Manila 18th Mar., Coal—U. S. Navy.	
QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 21st June, Tacoma via Ports 8th May, General—Doddwell & Co., Ltd.	
ROSETTA MARU, Japanese steamer, 3,800, N. Tate, 26th June, Japan 22nd June, General—Nippon Yusen Kaisha.	
ST. KROCH, British dredger, 560, R. Rawcliffe, 30th May, Wei-hai-wei 25th May.	
SILESIA, German steamer, 3,138, T. Bable, 26th June, Singapore 21st June, General—Siemssen & Co.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
SUNGKIAN, British steamer, 1,021, S. W. Moore, 24th June, Cebu 20th June, Sugar and Hemp—Butterfield & Swire.	
TAI LEE, German steamer, 828, T. Calender, 26th June, Saigon 22nd June, Rice—Meyer & Co.	
TELEMACUS, British steamer, 1,379, J. Wilkison, 25th June, Saigon 21st June, Rice—Chies.	
TSINAN, British steamer, 1,450, O. Anderson, 25th June, Sydney 2nd June, and Manila 22nd Mails and General—Butterfield & Swire.	
WHAMPRA, British steamer, 1,110, M. E. Laver, 26th June, Canton 25th June, General—Butterfield & Swire.	
Sailing Vessels.	
CELESTE BURLIN, British ship, 1,764, C. A. Treffy, 20th May, Manila 9th May, Ballast—Order.	
HOLLISWOOD, American bark, 1,084, E. M. Knight, 14th June, Fremantle, W.A. 3rd May, Sandalwood—Order.	
MARECHAL DE VILLARD, French bark, 1,471, Rional, 31st May, Cardiff 4th June, Coals—E. A. Trading Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.	
SUSSEX, British bark, 1,212, Guthrie, 17th May, Fremantle 26th Mar., Sandalwood—Master.	
HIS BRITANNIC MAJESTY'S SHIPS—ON THE CHINA STATION.	
Hongkong, June 27th, 1901.	
Alacrity, despatch vessel, 1,500 tons, 10 guns, 1,000 h.p., Comdr. G. F. M. Cradock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Shanghai.	
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Wosung.	
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.	
Astraea, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,000 h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.	
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,165 h.p., Captain G. J. S. Warden, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Wosung.	
Benavente, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Captain G. G. Sawle, en route Hong.	
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,500 h.p., Commander Sir Bouchier Wrey, Bart., Hankow.	
Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.	
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. W. C. Pakenham, Hongkong.	
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 h.p., Capt. Tiliard, Hongkong.	
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, en route Wei-hai-wei.	
Eth, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinghai.	
Fane, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 3,400 h.p., in reserve.	
Firchard, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Canton.	
Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Japan.	
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., in reserve.	
Harb, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.	
Hermione, 2nd-class cruiser, 4,350 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, Hongkong.	
Humber, storeship, 1,540 tons, 800 h.p., Com. H. J. Davison, Shanghai.	
Iris, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Wei-hai-wei.	
Janus, torpedo-boat destroyer, in reserve.	
Linnor, gun-vessel, 750 tons, 2 heavy guns, 6-pounders, 570 h.p., Commander W. W. Smyth, Hongkong.	
Lisboa, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, Singapore.	
Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Wosung.	
Orlando, 1st-class cruiser, 5,000 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.	
Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.	
Phantia, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.	

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Capt. Oldham, Hongkong.

<i>Pique</i> , twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.	
<i>Plover</i> , 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. O. V. de M. Cowper, Shanghai.	
<i>Redpole</i> , 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.	
<i>Robin</i> river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.	
<i>Rosario</i> , sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.	
<i>Sandpiper</i> , British river-gunboat, 2 guns, Lt.-Comdr. Carr, West River.	
<i>Snipe</i> , river-gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.	
<i>Swift</i> , 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., Hongkong.	
<i>Taku</i> , torpedo-boat destroyer, 350 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.	
<i>Talbot</i> , 2nd-class cruiser, 5,000 tons, 8,000 h.p., Capt. F. G. Stopford, Hongkong.	
<i>Tamar</i> , receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.	
<i>Terrible</i> , 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.	
<i>Twined</i> , coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.	
<i>Waterwitch</i> , surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.	
<i>Whiting</i> , twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.	
<i>Wivern</i> , coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.	
<i>Woodcock</i> , river-gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.	
<i>Woodcock</i> , river-gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.	
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	
Miscellaneous.	
<i>Aspern</i> , Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.	
<i>Donau</i> , Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuchi, Singapore.	
<i>Holland</i> , Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.	
<i>Kaiserin Elisabeth</i> , Austrian cruiser, 8 guns, 1,500 tons, 9,000 h.p., Capt. M. V. Eisenan, Shanghai.	
<i>Koningin Wilhelmina der Nederlanden</i> , Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossunn, Swatow.	
<i>Leopard</i> , Austrian cruiser, 1,500 tons, Captain Müller, Saigon.	
<i>Liberal</i> , Portuguese gunboat, 558 tons, Comdr. José Cunha Lima, Macao.	
<i>Maria Theresia</i> , Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Riter v. Sambuchi, Shanghai.	
<i>Piet Hein</i> , Dutch cruiser, 5 guns, 3,600 tons, 4,735 h.p., Capt. Jansen, Taku.	
<i>Zaire</i> , Portuguese gunboat, 600 tons, Captain Mello, Hongkong.	
<i>Zenta</i> , Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.	
FOREIGN FLEET-OF-WAR ON THE CHINA AND JAPAN STATION.	
The Russian Squadron.	
<i>Admiral Korailoff</i> , Russian armoured cruiser, 5,000 tons, twin screw, 16 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.	
<i>Admiral Nakhimoff</i> , Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verolovski, at Tientsin.	
<i>Albatros</i> , Russian gunboat, 810 tons, 6 guns, 1,200 h.p., Captain Elkski, at Nagasaki.	
<i>Bobr</i> , Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolski, at Taku.	
<i>Dimitri Donskoy</i> , Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.	
<i>Gaidarmak</i> , Russian gunboat, 400 tons, twin screw, 12 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.	
<i>Gremiatichy</i> , Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.	
<i>Korvety</i> , Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.	
<i>Mandjuri</i> , Russian cruiser, 1,113 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.	
<i>Navarin</i> , Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.	
<i>Nayssedim</i> , Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.	
<i>Otvarny</i> , Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianchoff, at Nagasaki.	
<i>Petroharlovski</i> , Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.	
<i>Polstava</i> , Russian battleship, 10,660 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.	
<i>Rossia</i> , Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojitroff, at Nagasaki.	
<i>Roslaynik</i> , Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.	
<i>Rurik</i> , Russian flagship, 10,920 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.	
<i>Sergayev</i> , Russian battleship, 10,000 tons, 13,600 h.p., 16 guns, Capt. Meleusky, at Nagasaki.	
<i>Slavich</i> , Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.	
<i>Sissoi Veliky</i> , Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.	
<i>Sivouch</i> , Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.	
<i>Sueborg</i> , 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.	
<i>Vladimir Monomach</i> , Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.	
<i>Vostok</i> , Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchoshsky, at Nagasaki.	
<i>Vladnik</i> , Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Taku.	
<i>Zabinka</i> , Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.	
(1st and 2nd class.)	
<i>Delphin</i> , Russian torpedo boat, 350 tons, Capt. Novosky, at Shanghai.	
<i>Fare</i> , Russian torpedo boat, 31 tons, 1 gun, 220 h.p., 16 knots.	
<i>Janchik</i> , Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.	
<i>Kasatka</i> , Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.	
<i>Kit</i> , Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.	
<i>Nargen</i> , Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.	
<i>Novorossiysk</i> , Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.	
<i>Polvorinsk</i> , Russian torpedo boat, 23 tons, 1 gun, 160 h.p., 16 knots.	
<i>Stik</i> , Russian torpedo boat, 13 tons, 1 gun, 229 h.p., 16 knots.	
<i>Skat</i> , Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.	
<i>Skorpion</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
<i>Sootchinka</i> , Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.	